

**Stahn, Joyce**

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**From:** Lewicki, Lynn  
**Sent:** Wednesday, February 02, 2000 3:33 PM  
**To:** Stahn, Joyce  
**Subject:** Runway 13L-31R Overlay

Joyce:

King County should be the lead agency for the project if King County is sponsoring the project, which I assume is the case.

The project would be categorically exempt under SEPA (WAC 197-11-800) as a "repair, remodeling and maintenance activity." Please address the following: (1) Are the new runway lights and/or the distance-to-go lighted signs small-scale low-level lights or beacons? (2) Will the overlay materially expand the existing runway or change its use? (3) How close is the Duwamish inlet to the runway? I checked the SAO and the river is the only sensitive area I could find. SAO requires a minimum 100-foot buffer between the river (or its wetlands) and the project edge. If the runway is within 200 feet of the river, the project could trigger Shoreline review. (4) Is there any anticipated change in drainage? I assume that since the project is for an overlay, the drainage will remain the same.

As for NEPA, I've asked our SEPA attorney to send me a copy of the NEPA rules. It's possible that environmental review has already been done in a NEPA document to cover paving/overlayment projects.

Hope this is helpful. Lynn

2/28

DBE Mtg

Retainage - N/A to Consultant Contracts

1. "Program goal"

2. Utilize road audit method

3. May have goal if determination is made that  
- 2 - won't achieve goal

approach

1. - No goal in contract - reporting system instead
2. Voluntary goal - report back
3. Not close to goal - incorporate good faith goal

Goal-setting methodology - consistent across all contracts

Nov '99 - Initially proposed to DOT Plan for 12%  
goal based on '96 data analysis

goal is a "placeholder" until new analysis is done

KC IA - Post Performance may be used to determine  
goal for this contract

use a voluntary goal